Stricter control over private Taxi Operating

827. SHRI KAMAL MORARKA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that the Director-General of Civil Aviation has decided to exercise stricter control over air taxi operators;

(b) if so, in that may he propose to exercise control; and

(c) whether Government would also monitor the training facilities provided to the private operators to ensure passengers' safety ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (Shri Ghulam Nabi Azad) : (a) and (b) DGCA is required to monitor the operations of Air Taxi Operators. Recently, Safety Audits of Air Taxi Operations have been carried out and the operators have been directed to remove the deficiencies observed during the audit and strictly comply with the laid down procedure and guidelines to ensure safety of aircraft operations.

(c) DGCA also monitors training of pilots, engineers and cabin crew to ensure that they conform to the laid down norms.

Maintenance of offices by Air India in Eastern Europe

828. SHRI KRISHNA KUMAR BIRLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that in Eastern Europe. Air India is maintaining offices and permanent staff at a high cost even though business in neglibile so much so that no flight has landed any where near certain capitals for the last 20 years;

(b) if so, what are the details thereof stating (i) the annual expenditure incurred by Air India on the maintenance of those offices and the permanent staff in Eastern Europe where business is practically nil (ii) the annual operational expenses incurred as against the income from the clients during 1990, 1991 and 1992 and (iii) the annual percentage of decline in Air India revenue in the Eastern Europe where it is operating (country-wise); and

(c) what are the reasons for continuing without tourist potential resulting in heavy losses in foreign exchnge ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (Shri Ghulam Nabi Azad) : (a) and (b) In Air India, statistics are maintained on Financial Year (April-March) basis Details of revenue earned and cost of maintenance of offices of Air India in Eastern Europe for the period 1989-90 to 1991-92 are given below :—

	1989-90		1990-91		1991-92	
	Revenue	Cost of Maintenance	Revenue	Cost of Maintenance	Revenue	Cost of Maintenance
				(Rs. in lakhs)		
Station :						
Warsaw	84.27	10.79	246.49	23.77	125.54	16.63
Prague	179.00	35.93	92.30	26.32	85.09	32.00
Budapest	88.00	15.36	151.62	20.94	126.11	19.23
Belgrade	89.62	15.74	119.45	17.43	50.13	13.65